

UNITED STATES DEPARTMENT OF THE INTERIOR
BUREAU OF SAFETY AND ENVIRONMENTAL ENFORCEMENT
GULF OF MEXICO REGION

ACCIDENT INVESTIGATION REPORT

For Public Release

1. OCCURRED

DATE: 18-SEP-2020 TIME: 0640 HOURS

2. OPERATOR: TOTAL E&P USA, INC.

REPRESENTATIVE:

TELEPHONE:

CONTRACTOR:

REPRESENTATIVE:

TELEPHONE:

- STRUCTURAL DAMAGE
- CRANE
- OTHER LIFTING
- DAMAGED/DISABLED SAFETY SYS.
- INCIDENT >\$25K
- H2S/15MIN./20PPM
- REQUIRED MUSTER
- SHUTDOWN FROM GAS RELEASE
- OTHER

3. OPERATOR/CONTRACTOR REPRESENTATIVE/SUPERVISOR ON SITE AT TIME OF INCIDENT:

4. LEASE: G36155

AREA: GB LATITUDE:

BLOCK: 1003 LONGITUDE:

5. PLATFORM:

RIG NAME: PACIFIC KHAM SIN

6. ACTIVITY:

- EXPLORATION(POE)
- DEVELOPMENT/PRODUCTION (DOCD/POD)

7. TYPE:

INJURIES:

HISTORIC INJURY

OPERATOR CONTRACTOR

REQUIRED EVACUATION 0 1

LTA (1-3 days)

LTA (>3 days)

RW/JT (1-3 days) 1

RW/JT (>3 days)

FATALITY

Other Injury

8. OPERATION:

- PRODUCTION
- DRILLING
- WORKOVER
- COMPLETION
- HELICOPTER
- MOTOR VESSEL
- PIPELINE SEGMENT NO.
- OTHER

9. CAUSE:

- EQUIPMENT FAILURE
- HUMAN ERROR
- EXTERNAL DAMAGE
- SLIP/TRIP/FALL
- WEATHER RELATED
- LEAK
- UPSET H2O TREATING
- OVERBOARD DRILLING FLUID
- OTHER _____

POLLUTION

FIRE

EXPLOSION

LWC HISTORIC BLOWOUT

UNDERGROUND

SURFACE

DEVERTER

SURFACE EQUIPMENT FAILURE OR PROCEDURES

10. WATER DEPTH: 4520 FT.

11. DISTANCE FROM SHORE: 147 MI.

12. WIND DIRECTION:
SPEED: M.P.H.

13. CURRENT DIRECTION:
SPEED: M.P.H.

14. SEA STATE: FT.

15. PICTURES TAKEN:

16. STATEMENT TAKEN:

COLLISION HISTORIC >\$25K <=\$25K

At 0755 hours on 18 September 2020, the injured party (IP), who is a third party contracted Floorhand employed by Prime Ocean (PO) sustained an ankle injury onboard the Pacific Drilling Khamsin drillship while conducting drilling operations for Total E&P USA, Inc. (Total) at the surface location of Garden Banks Block 1003. The PO Floorhand received medical attention from the Rig Medic and was evacuated for a medical evaluation by an onshore physician. Total notified the BSEE Lafayette District about this incident at 1117 hours on 18 September 2020.

On 18 September 2020, the IP was changing out elevator inserts on the hydraulic drill pipe elevators. To change the inserts, the elevators were positioned on the rig floor with the bails extended out so that the Floorhands can remove the metal segments by manually lifting or dragging the segments out of the elevator body. The IP was removing the bushings for the 5-inch drill pipe. As he lifted up on an elevator insert, his right leg moved and his left foot slipped into the 4.5-inch HydraRacker track gap. As a result, he lost his balance and fell, causing his left ankle to strike the HydraRacker track, resulting in injury.

The IP was treated by the Rig Medic and at 1012 hours on 18 September 2020 and evacuated by helicopter from the rig to Terrebonne Medical Center for a medical evaluation. A doctor diagnosed that the IP had sustained a fractured fibula that required surgery.

18. LIST THE PROBABLE CAUSE(S) OF ACCIDENT:

The BSEE incident investigation team determined the probable causes of the incident was due to: 1) work operations were conducted near the HydraRacker tracks instead of working in a safer area and 2) failure to recognize the potential hazards of manually changing out elevator inserts near the HydraRacker tracks.

19. LIST THE CONTRIBUTING CAUSE(S) OF ACCIDENT:

The BSEE post investigation revealed the following contributing causes: 1) inadequate job planning since operations to change out the elevator inserts were in close proximity to the HydraRacker tracks; 2) lack of situational awareness of the risks involved when working near the HydraRacker tracks; 3) supervision failed to identify, evaluate and communicate the risks of changing the elevator inserts near the HydraRacker tracks; and 4) slip/trip/fall hazards of working near the HydraRacker tracks were not specifically / individually addressed in the Task Risk Assessment.

20. LIST THE ADDITIONAL INFORMATION:

21. PROPERTY DAMAGED:

NATURE OF DAMAGE:

No property was damaged during this incident.

Not applicable.

ESTIMATED AMOUNT (TOTAL): \$

22. RECOMMENDATIONS TO PREVENT RECURRANCE NARRATIVE:

The BSEE Lafayette District makes no recommendations to the Office of Incident Investigations regarding this incident.

23. POSSIBLE OCS VIOLATIONS RELATED TO ACCIDENT: YES

24. SPECIFY VIOLATIONS DIRECTLY OR INDIRECTLY CONTRIBUTING. NARRATIVE:

Based on the incident investigation findings, a G-110 Incident of Noncompliance (INC) is issued to document that Total E&P USA Inc. failed to perform operations in a safe and workmanlike manner onboard the Pacific Drilling Khamsin drill ship that was conducting drilling operations at Garden Banks Block 1003. On 18 September 2020, a third-party contracted Prime Ocean Floorhand suffered a fractured fibula to his left ankle when he fell with his foot stuck in the HydraRacker tracks while removing bushings for the 5-inch drill pipe. Prior to the job task, supervision did not identify the hazards of working by the HyraRacker tracks. The Floorhand injury was a result of the failure to recognize that the 4.5-inch wide HydraRacker tracks posed a fall hazard while changing out the elevator inserts.

25. DATE OF ONSITE INVESTIGATION:

21-OCT-2020

28. ACCIDENT CLASSIFICATION:

26. INVESTIGATION TEAM MEMBERS:

Troy Naquin - Report Author / Jack
Angelle (Onsite) / Ernest Carmouche
(Onsite) /

29. ACCIDENT INVESTIGATION

PANEL FORMED: NO

OCS REPORT:

27. OPERATOR REPORT ON FILE:

30. DISTRICT SUPERVISOR:

Robert Ranney

APPROVED

DATE: 10-FEB-2021